# IN THE SPORTING WORLD.

CANADA TO ENJOY A GREAT BOOM IN RACING.

Many Western Turfmen Will Bring Their Stables East This Year Hermis Wintering Well at Bound Brook-Another Alleged Offer for the Boston National Club

The organization of the Montreal Jockey Club has caused a boom in turf circles throughout Canada. The Ottawa Racing Association has taken on new life; there is talk of building a mile track at Sault Ste. Marie and a mile course has already been completed at mile course has already been completed at Winnipeg. Horsemen will come East this year by the hundred. There will be an overflow on the tracks in the New England States and in New York, and as a result Montreal. Buffalo, Salem (N. H.), Providence, Washington and Baltimore will see such gatherings of racehorses as could not be dreamed of a year ago. A glance at the big stakes (such as the Brooklyn Handicap, Suburban Handicap, Brighton Handicap and other such events) shows at once how and other than influx. Horsemen who great will be this influx. Horsemen who Perhaps Soden and Conair never thought of coming to this side of the care to sell the Hub club! Mississippi will ship to New York, while others who have been represented in the East by only one or two stake winners will this year bring their entire racing strings. Among these owners may be mentioned George C. Bennett, C. R. Ellison, W. W. Elliot, W. Fuller, C. De Witt, Edward Alvey, S. McNaughton, P. J. Millett, George J. Long, Fred Cook, C. Straus, W. H. Tichenor, Barney eiber, William Ernst, S. C. Wagner, McCafferty, R. L. Rogers, A. S. Snyder and the Waldeck Stable. This shows that amen who for years have been racing in Kentucky, Tennessee, Arkansas, Missouri and Illinois will this year go to the "Second Circuit," racing under the control of the Jockey Club. When to the horses of Western men mentioned are added those of the big New York owners who have promised to attend, some tdea can be had of the great boom that is coming to the sport

hields the famous son of Hermonce is get-ng along finely. "He is doing as well as I could wish," said Shields to some friends the other day, "and there is no good reason why he should not train this spring. You know, perhaps, that he would have trained all right last year if he had received fair play. They jumped the races into him too quickly one on top of the other. Had it not been for that he would have stood a preparation nicely. I think they will let me take my time with him this year, in which case I will bring him to the races in fine trim. His lameness has disappeared entirely and he is as rugged as ever."

W. S. Vosburgh's weights for the Brighton Handicap were widely discussed by turfmen resterday, the prevailing opinion being that no more satisfactory allotment could have been made. As Sysonby will probably receive top weight in the Metropolitan Hand. wish," said Shields to some friends

been made. As Sysonby will probably re-ceive top weight in the Metropolitan Handicap, to be run at Belmont Park in May, it is believed that he will not be a starter that event, but will be pointed for either the Brooklyn or the Suburban. If he goes the post in either of these events fit and ready, he is almost sure to be an overwhelming public choice. He will be a pronounced favorite, too, in the winter books, which will he made as soon as the weights for the Brooklvn and the Suburban are announced next

The grand stand betting commissioners at City Park, New Orleans, went on strike the other day because the management expressed a desire to inaugurate a system used on the Canadian tracks, that of carrying all bets to an association book and paying a to-night.

2 per cent. on all bets placed there by the FirstRac commissioners. The latter set up the protest at once that they could not make a living under such a plan, or in other words, they would be unable to shave the odds and hold out wagers in the old way. The City Park people are now thinking of doing away with all grand stand betting, following the example the Eastern tracks last season.

After burning up about \$3,000 on the horse Latheron while trying to patch him up for a race, A. C. McCafferty finally saw him win a race at New Orleans not long ago at odds of so to 1 without betting a dollar on him. In disguar McCafferty put the colt up at auction and allowed him to be sold to Henry Simons a pairry \$50. Then Simons, a poor owner, started Latheron a few days later, and when \$45 in bets, while McCafferty kicked himself saw the racer come back to the scales apparently as sound as a brass bell.

One of the most sensational two-year-olds Lexington, Ky., just now is a black colt King Eric-Lady Nutter, by imp. Wagner, ently worked a quarter in 0:24 2-5 with onds on his back. The trial was so good owner of the colt quickly refused a offer of \$3,000 from an Eastern turfman, aid that if he had been successful in ) for the youngster.

nator W. J. O'Brien, who is interested eral ventures with the notorious John van, has made an open statement to the tyan, has made an open statement to the cut that there will be racing this year on thicago tracks. O'Brien is one of the ling stockholders in the Worth track his also treasurer of the American Turf clation. When the meeting at Worth was abandoned because of the attiof State Attorney Healey the latter ed that there would be no more racing in the Windy City as long as he remained in If O'Brien speaks by the card, therefore. Healey has doubtless changed his mind.

Frank J. Bryan, presiding steward at the een appointed to a similar position during ing at Oaklawn, Hot Springs, next Bryan is a competent and consciis official who enjoys the confidence of urimen and racegoers wherever he officietes. When presiding at Hawthorne, Chicago, some time ago he was compelled to disciline Edward Corrigan by inflicting a heavy He was in Corrigan's employ at the and his backbone was generally com-ied. But Corrigan did not reengage Bryan for the following season, a fact that made the latter particularly strong with John Condon and the Western Jockey Club, which fighting Corrigan and the American Turf Association to a finish.

James Britt has formally declined to meet Joe Gans for the lightweight championship, although the latter in his challenge offered " agree to a "winner take all" clause. Mys he will never fight Gans again as he has 'already defeated the Baltimore man once. and prefers to tackle Nelson in a bout for the championship. But Nelson also has a chance ackle Gans in a mill for the title. Will The Battler" accept or back down, as Britt

A weathy bookmaker named John Wren of Melbourne has sent word to this country that he will hang up a \$10,000 purse if Jim Jeffries will visit Australia and meet Squires, the best heavyweight in that country.

e desire to purchase the Boston Na-Frank V. Dunn and Michael Reagan have been unsuccessful in their attempts to separate the club from Soden and Conant, who have declined alleged offers of \$250,000 for the plant and franchise, a number of actors now clubbed together with an offer of \$255,000 for the property. As Soden and Conant have stated time and again that they not sell the club for a penny less than these alleged offers may be regarded light of safety plays and clever adsing dodges. Soden and Conant, in nerican League invaded Boston, have hade more than \$1,000,000 out of baseball in the Hub. They are not willing to spend much money, however, to strengthen their team, and because of this shortsighted policy

# POMMERY "Sec" Brut"

THE STANDARD FOR CHAMPAGNE QUALITY.

The Best Wine

that Money, Care and Experience can Produce.

Francis Draz & Co., Sole Agents U.S., 32 Beaver St., N. Y. City

Boston Nationals is the general opinion among baseball men. The controlling interest in the New York Nationals was pur-chased in 1895 for \$49,000, just after the Temple cup had been won by Capt. Ward's men and the club had cleared \$40,000 on the season. The Chicago Nationals were sold recently to a Cincinnati syndicate for \$105,000. while Garry Herrmann got hold of the Cin-Perhaps Soden and Conant, inwardly, do not

#### ROUGH ON OCEAN YACHTSMEN. Race Rules Amended So That Amateurs Must Cook as Well as Sall.

At a meeting held yesterday of represen-tatives of the Brooklyn and New Rochelle yacht clubs the conditions governing the race for the cup won last summer by the yawl Tamerlane in the race to Hampton Roads were slightly modified. The Brooklyn Yacht Club was represented by Dr. J. E. DeMund and George E. Reiners, the New Rochelle Yacht Club by G. P. Granberry and Larry Huntington, while Thomas Fleming Day

epresented both clubs.

Article II. was so amended as to make optional to carry a small boat, but if the ten-der be left a United States service cork tacket must be carried for each member of the crew, and two ring buoys must be carried on deck. Article III. was amended so that the time allowance of a 40 foot boat to a 38 Hermis is spending the winter at Round foot boat will be 8 seconds per mile, and, on took, N. J., and according to Trainer John the descending scale, an increase of 1 second per mile for each foot reduced. Thus a 40 foot boat will allow a 28 foot boat 9 seconds per mile, a 37 foot boat 10 seconds per mile,

# RACING AT NEW ORLEANS.

Dead Heat Between Vanness and Columbia Girl at Fair Grounds.

NEW OBLEANS, Jan. 24.—The first dead heat of the racing season at the Fair Grounds occurred to-day in the fifth race between Sam hildredth's Vanness and Johnson and Dod-son's Columbia Girl. Although it was a selling race it was one of the most stirring finishes ever witnessed here. Vanness and Columbia Girl fought it out from the threefourth pole home. The owners decided to divide the purse.

Newton Bennington after spending a few days here decided that Palm Beach, Fla., was much warmer and left for that resort

was much warmer and left for that resort to-night.

First Race—Three and a half furiongs—Frank Lord.

First Race—Three and a half furiongs—Frank Lord.

112 (W. A. Robbins), 10 to I. won; Zick Abrahams.

110 (Bell), 10 to I. second: Friction, 110 (O'Nelli), 3 to 2. third. Time, 0.44. My Son, Jack Hardy, Rig Store, Schroeder's Midway, Dr. J. F. Altken, George K., Glad Pirate, Eldorf, King Leopold, W. A. Gorman and Weather Vane also ran.

Second Race—One mile and seventy vards—Friendless, 107 (I. Smith), 6 to I. won; Imboden, 103 (Dennison), 10 to I. second: Lady Free Enight, 95 (Sewell), 8 to 5, third. Time, 1.03 3.5 Ponce, Platius, Little Corker, John Raedolph, Will Shelly, Jim Collins, Dorothy Dodd, Moderator, St. John and Variar Fons, also ran.

Third Race—One mile and seventy yards—Joe Lesser, 105 (Freeman), 8 to 5, won; Hortensia, 106 (Sewell), 4 to I. second: Dr. Hart, 107 (Cherry), 15 to 1. third. Time, 136 1.5. Los Angeleno, Bronze Wing, Payne, Decoration and Ingolthrift also ran.

Fourth Race—Gidding Star, 109 (O'Nelli), 5 to 2; won; St. Valentine, 112 (Perrine), 6 to 5, second: Southern Cross, 190 (L. Smith), 8 to I. third. Time, 120 (Sewell), 5 to 2; Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2; Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2; Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2; Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2; Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2 Elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2 elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2 elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2 elastic, 117 (Helgerson), 20 to 1, third. Time, 102 (Sewell), 5 to 2 elastic, 117 (Helgerson), 20 to 1, third. Time, 107 a 5, and 100 to Montague, Mayor Johnson, Ben and Davi and The Vasion also ran.

Stath Race—One mile and seventy vards—Henry O. 99 (Haves), 10 to 1, won: Chub. 107 (Spears), 16 to 1, second: Arabo, 110 (W. Robbins), 8 to 1, third Time, 138 2.5. Don't You Dare, Baywood, Hamil Car. Brookston, Raviana, Nut Cracker, O. G. Parks Gamara, Cay Lizzett and Dave Sommers also ran.

### POWER BOATS BEING BUILT. E. R. Thomas Expects His New Craft to Be a World Beater.

Owners of power boats that have been built for racing are not saying very much about their game just now, because so many of the boars that have been built have been failures. Several boats are now in the hands of the builders which, if the expectations of their owners are fulfilled, will be speedy enough to put the sport back again where it was two years ago. E. R. Thomas is having a boat built which he expects will be a world beater. The boat is being built quietly and nothing is to be announced until it can be shown just what she will do. William Wallace of Boston is also having an auto boat built which is for speed only, and a well known designer in this ity is at work on two boats that are to have ign powered motors and be for the racing

high powered motors and be for the racing class.

Cruisers are the most popular type of boats for the coming season, though builders of motors are as busy as they can be filling orders for motors of simple type and moderate power for use in cruising boats.

It is expected that there will be a challenge from some foreign motor boat club for one of the trophies held in this country. One is the American Power Boat Association's cup, held by the Chippewa Bay Yacht Club, and the other is the international cup, which is held by the Motor Boat Club.

The Riverton Yacht Club has challenged for the American Power Association cup, and the challenge has been accepted. The race will be held in August. Any club can now enter a boat for this race under the conditions agreed on by the challenging and defending clubs.

# BIRD COLER A YACHTSMAN.

Borough President Nominated for Commodore of the Brooklyn Y. C. Following is the list of officers slated for

election at the next annual meeting of the Brooklyn Yacht Club, to be held at the Clarendon Hotel, Brooklyn, on February 14.:

don Hotel, Brooklyn, on February 14.:

Commodore. Bird S. Coler; vice-commodore. Col. David E. Austin: rear commodore. John Lewis: treasurer. Willard Graham: secretary. Frank W. Bradford: measurer. William H. Griffin; trustees for three years, William M. Campbell: John A. Voorbees, M. D. A. C. Soper; trustees for one year. Samuel S. Fontaine. Frank Maler: regatta committee, J. E. De-Mund, M. D., chairman: George E. Reiners. Arthur T. Wells: membership committee, N. T. Cory, M. W. Hall, James Moffattinominating committee, A. V. B. Voorhees, Jr., Walter D. Haviland, J. E. De Mund, M. D.; delegates to Vacht Racing Association of Gravesend Bay, J. E. De Mund, M. D., Gerge E. Reiners, delegate to American Power Boat Association, E. W. Graef.

To those who have known Mr. Coler only

Graef.

To those who have known Mr. Coler only as a financier and politician, his assumption of a prominent rôle in yachting will no doubt come as a great surprise, but his intimate friends are aware that he is an enthusiastic or a promentation of a probability a week of racing in the lower bay.

# Baseball Notes.

J. H. C .- Yes, in 1886. team, and because of this shortsighted policy their club is at present a white elephant on the hands of the National League men. That \$275,090 is an exorbitant price to ask for the

NATIONAL LEAGUE PITCHERS. Four New York Boxmen Rank Among the First Ten.

Of National League pitchers who played in ten or more games in 1905, Leever of Pittsburg leads in percentage of victories, with Mathewson second. Four New York pitchers are among the first ten. The following official figures have been sent out by Presi-

		ments	ponends	med per Ganu.	Scored Against			) v kaores
	Leever	199	94	6.	2.5	20	5	.90
١	Mathewson	252	85	5.9	3.8	81	0	.90 .77 .73 .72 .71
	Ames	220	113	6.5	3 8	22	8	.73
	Lundgren	132	58	5.7	2.5	22 13	5	.72
	Wiltse	158	70	4.9	2.2	15	6	.71
	Hildebrand	43	20	4.8	2	5	2	.71
	Wicker	139	46	63	3.1	13	6	.68
	Lynch	. 191	102	5.8	3.1	17	8	R
	Ewing	294	125	7.1	3.1	20	11	.64
	I. Taylor	200	85	6.2	2.7	14	9	.64
	Haha	. 85	44	8.5	3.4 3.5 3.5 3.5 3.2 3.5 3.2 3.5 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6 3.6	5	3	62
	Pittenger	311	155	6.8	3.4	23	14	Ü
	Phillippe		54	7.4	3.2	8	. 5	.51
	Weimer.	212	95	6.2	2.5	20	13	60
	M. Brown		89	7.3	2.5	1.5	12	01
	McGinnity	219	131	6.3	3.	18	12 12 15	.60 .58
	Reulbach	209	71	6.1		21	14	5.0
	Walker	171	69	7.4	211	9	12	5.6
	Sparks	217	98	6 4	2.5	14	11	.56
	Scanlon	220	119	8 7	2.6	14	12	.53
	Duggleby	270	118	6.7	0 1	18	17	51
	Chech	800	139	7.7	3.6	14	14	.50
	Case		81	6.5	2.6	11	11	50
	Flaherty		87	6.7 7.1 7.7 6.5 7.8 7.7	3.2	10	10	50 50
	Nichols	193	94	7.7	3.2	11	11	.50
	Briggs	141	58	7.	3.3	8	8	.50
	Pfeffer	84	36	5.6	2 4	4	4	50 50 48
	Kellum	. 70	30	8.4	2.7	3		.50
	Young	837	148	5.8 5.8	3.4	20	21	.48
	Thtelman	.265	138	8.3	43	15	16	4.8
	Corridon	203	100	5.8	3.1	10	12	43 43 42
	Overall		146	6.3	3.5	18		43
	Sutthoff	. 82	48	6.3	3.5	.3	4	4.3
	C. Brown.	172	80	7.5	3.5	. 8	11	4.2
ij	J. Taylor	302	155	8.2 7.3	4.2	15	21	41
	Harper	189	116	7.3		0	13	.40
	Fraser	320	174	6.8		14	22 15	.34
	Jones	250	143	7.8	4.2	0	18	33
	McFarland		145	9.1	4.8	8	18	30
	Mitchell	107	72	8.0	6.	3	17	30
	Willis	340	174	8.3	4.2	12	20	20
	Fgan .	180	63	8.2	1.	6	29 15	25
	McIntyre	340	188	8.2	4.7	8	25	24
	Pason		129	8.5	4.7	5	21	.24 .19
	Doescher	60	34	5	4.7	1	5	-16

tenger of Boston has the best record, with 6.10. Ames has the poorest record, 3.10. Ames, however, has the biggest average of strikeouts a game, 5.80. Ames leads in wild pitches, with 30. McIntyre of Brooklyn hit twenty batsmen and leads in this reber of shutout victories -9. Young of Bos-ton being second, with 7. Other records of New York and Brooklyn pitchers were as

Average Pases on Balls per Game—Mathewson, 150:Ames, 3.10. Wiltse, 1.90; Taylor, 1.80; McGinnity, 1.50; Scanlon, 3.20; Jones, 1.90; Stricklett, 2.20; Mitchell, 3.20; McIntyre, 2.50; Eason, 2.70; Doescher, 2.50; Elliott, 1.20.

against the other cracks if he and the promotars of the tourney can agree on terms. Vigneux would be a big card, having been one of the world's foremost players for years, and it is not unlikely that he will have another shy at his recent conqueror, Willie Hoppe, but at 18.2 instead of 18.1, the former being the style of game to be played in the April The third round of the three cushion

The third round of the three cushion tournament at Slosson's began last night with Straus and Pallasco the players. The latter, who was the winner, will meet the winner of the Kinehart-Mead game to-night in the final for the fur overcoat prize, the final to be played to-morrow night. Pallasco and Straus were tied a dozen times last night, and although the first half of the game was slow, due to liberal use of safety "oil" by both men, the finish was fast. Pallasco made eleven points in his last twelve innings.

There were many twice around shots. Straus's twenty-seventh count was the best shot so far of the tourney, a twice cross contribution, good for four cushions at thin angles. The score:

Pallasco—1, 0, 0, 1, 0, 0, 0, 1, 0, 0, 0, 1, 0, 0, 0, 2, 0, 0.

Wormser defeated DeYoung yesterday afternoon in the 14 inch balk line tournament at Maurice Daly's academy, going out with a cluster of 15. The score: with a cluster of 15. I ne score.

Wormser—0, 1, 6, 1 1, 0, 0, 3, 2, 1, 0, 2, 5, 1, 2, 1, 0, 5, 1, 0, 4, 0, 0, 0, 0, 1, 2, 1, 4, 1, 1, 1, 0, 0, 1, 0, 2, 5, 1, 0, 4, 0, 0, 0, 1, 2, 1, 4, 1, 1, 1, 0, 0, 1, 0, 0, 2, 0, 4, 2, 0, 14, 4, 11, 0, 0, 0, 3, 0, 7, 9, 3, 1, 10, 6, 0, 5, 0, 17, 0, 0, 0, 1, 0, 0, 0, 0, 1, 10, 0, 1, 2, 5, 2, 5, 2, 5, 0, 0, 8, 1, 15. Total, 200. Average,

The playing was brisker in the evening ame, in which Dittman defeated Dr. Beck game, in which Dittman deleated Dr. Beck easily. Dittman made an average of over 5 and a high run of 37. The score: Dittman=0, 0, 2, 0, 11, 10, 37, 4, 0, 0, 2, 8, 3, 0, 4, 1, 0, 1, 132, 25, 12, 11, 0, 0, 0, 1, 0, 0, 2, 1, 12, 20. Total, 200. Average, 5 33-34

Brck=12, 14, 1, 3, 4, 14, 1, 1, 0, 4, 3, 1, 8, 2, 2, 0, 1, 3, 5, 0, 4, 1, 7, 0, 0, 0, 0, 0, 14, 2, 2, 14, 0. Total, 124. Average, 3 25 23.

# SCHOONER FOR L. J. CALLANAN.

To Be Named Eclipse and to Be Raced Whenever Possible Next Summer. L. J. Callanan, who raced the sloop Eclipse so many years, and afterward the schooners Estelle and Kiwassa, has ordered a new boat which is to be ready by the opening of the season. The boat is being built at Bishop's at Gloucester, Mass. from designs by Mr. McManus, who has turned out some attracttive vessels and been particularly successful with the fishermen. Mr. Callanan wanted a boat with certain accommodations and speed, and the new Eclipse will be 85 feet over all. 62 feet on the water line, and about 12 fee

Mr. Callanan is an enthusiastic sailor, and ther. He used to race the old Eclipse under all seris of conditions and never found fault if he got a race. He has some idea of making a trip across the Atlantic, and if the new boat proves to be what he wants he will cross in her. not of the kind that wants only fair wea-

in her.

This boat will race in the 65 foot class, which seems to be a popular one. Commodore II. A. Morss of the Corinthian Yacht Club of Marblenead has had one named the Dervish built from designs by Clinton H. Crane. Herreshofts are building one for Commodore Clarke of the Philadelphia Corinthian Yacht Cub and three more are being talked of by yachtsmen of this city, but orders for building have not yet been given. These boats will meet the Venona and Agatha, two of last season's cracks, and will make some hot racing.

# FIVE MILE RECORD SMASHED.

STANLEY STEAMER TRAVELS DIS-TANCE IN 2:47.

Marriott Drives the Car in Great Flight of Accident-Hemery Rebels and Is Suspended-Five Racers Are Disabled.

ORMOND, Fla., Jan. 24.-The second day's racing of the automobile tournament on the Ormond-Daytona beach to-day resulted in the establishment of a new five mile record of 2 minutes 47 seconds, the disablement of

the establishment of a new five mile record of 2 minutes 47 seconds, the disablement of five racing cars and the suspension of Hemery, the famous Parisian driver.

The weather was favorable for record breaking and the beach was in excellent condition. A strong wind blew from the northwest and was a great help to the contestants. With the wind came cold weather, and the thousands of speciators spent a rather uncomfortable half day along the beach. Fur coats and heavy wraps were worn, and scores of fires were made of driftwood, around which many people gathered in an effort to keep warm. The visitors here from the North, many of whom made the long journey to escape the cold, were naturally disappointed in the weather. They found some relief in twitting the natives about the boasted delightful winter climate of Florida.

Only three events, embracing five races, were run off to-day, because of several long delays. The start was made an hour late because the electrical timing apparatus could not be put in readiness. The Hemery trouble caused a further delay. The day's racing was called off when the tide was still showe he had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." He had been there for seven years and decided to spend this winter "in the States." It was shortly before midnight when he arrived at the Grand Central Station Tuesday night from Boston.

He put his suit case and a telescope by an a seat whil

trouble caused a further delay. The day's racing was called off when the tide was still out because the contestants in the remaining events were not ready.

The first race was the five mile open cham-pionship and the first heat brought Lancia pionship and the first feat rought Lancia, and Clifford Earp together. The English driver maintained a slight lead to the four mile post, where a touring car on the course compelled him to slow up to avoid a collision. Lancia, the Italian, then took the lead and won easily. It is time for the five miles was 2 minutes 54.3-5 seconds, an average of each mile in 35 seconds, or a speed of 100 miles an hour.

of each mile in 33 seconds, or a speed of 106 miles an hour.

The second heat was contested by Marriott, driving the wonderful Stanley steamer, and Eletcher. Marriott won very easily, covering the distance in 2 minutes 47 seconds, a new world's record. This is an average of each mile in 33 seconds, or at a speed of 109 miles an hour. The previous record was made here last year by Arthur McDonald, the English driver, and stood at 3 minutes 17 seconds.

made here last year of the English driver, and stood at 3 minutes 17 seconds.

Marriott led in the final until the last half mile, when a hole was burned in the burner of his boiler. He coasted the remaining distance and was passed in the last eighth mile by Lancia and Fletcher, who finished in this order Lancia's time for the five miles was 3 minutes 1 1-5 seconds.

The five mile heavyweight championship, for gasolene cars, run in one heat, with four starters, was an easy victory for Clifford-Earl, who covered the distance in 2 minutes 56 seconds, driving his Napier. J. Downey, piloting a Mercedee racer, was second. Lancia and Fletcher also started in this race. The former dropped out at two miles on account of transmission trouble, and the latter at three and a half miles, with a badly broken motor. The Flat, fr., with Nedrino at the wheel, won the five mile race for middle-weight cars very handily in 3 minutes 53 seconds.

intote. The Fiat, Jr., with Nedrino at the wheel, won the five mile race for middle, weight cars very handily in 3 minutes 53 seconds.

Five big racing cars were disabled to-day. Lancia will have his car in shape by to-morrow, but Fletcher's car needs a new crank case and motor. There is an extra hist racer here belonging to Lancia and Fletcher may drive this during the rest of the tournament. The Stanley steamer has already been fitted with a new burner and is in shape to continue the week's racing.

The Ford racer was out for a practice trial to-day, but ran very poorly and was taken back to the garage. Louis Chevrolet started for the scene of to-day's racing in the new Christie racing car, but broke down a mile from here. He spent the entire day on the beach working on the car.

By making the best performance in the five mile races the Stanley steamer with Marriott driving has proved itself equal to more than a short mile sprint. It is generally conceded that nothing here can beat this American speed creation at any distance up to five miles and perhaps up to ten miles. The racing on this magnificent beach course is no test of drivers but simply of cars and motors. In consequence the experts pay no attention to drivers in figuring results.

Because of its performances, a description of the Stanley steamer is of more than passing interest. In appearance this steam car resembles a short racing shell, inverted and fitted with four wheels. It is propelled by a two cylinder simple engine whose dimensions are 43 inches by 63; inches. Its boiler is it inches high, 13 inches in diameter and contains 1,476 one-half inch tubes, giving 285 square feet of heating surface. It develops 50 horse-power continuously, and for a short sprint will develop 150 horse-power. This car has not as yet been forced to show its best speed to win. On the other hand, every one of the fast cars which have competed. This trouble was satisfactorily settled and infinity an unsuccessful attempt to defeat this Yankee steamer.

Perhaps the most

seconds.

Second heat won by Marriott, Stanley steamer, Fletcher, 110 H. P. Flat, second. Time, 2 minutes Fletcher, 110 H. P. Flat, second.

Final heat won by Lancia, 110 H. P. Flat;
Fletcher, 110 H. P. Flat, second; Marriott, Stanley
steamer, third. Time, 3 minutes 1-5 seconds.

Event No. 2 - Five mile heavyweight chantilonship, for gasolene cars—Won by Clifford Earp,
100 H. P. Napler; Downey, 40 H. P. Mercedes, second. Time, 2 minutes 58 seconds. Lancia, Flat,
and Fletcher, Flat, also started.

Event No. 3—Five mile middleweight championship—Won by Cedrino, 30 H. P. Flat; Holmes, 35
H. P. Wayne, second. Time, 3 minutes 53 seconds.

# Lipton Cup for 21-Footers.

With the consent of Sir Thomas Lipton the Columbia Yacht Club of Chicago has amended the conditions governing the Lipton Cup, which is raced for annually. Now boat of the 21-foot class regularly enrolled in a bona fide yacht club of the Great

rolled in a bona fide yacht club of the Great Lakes or their tributaries shall have the right to compete without time allowance if entered at least ten days before the day set for the first race.

It is expected that this change will so increase the interest in the trophy that there will be a big fleet of starters this year. The cup has been on exhibition at all the clubs on the Great Lakes and in Canada, and it known now that several new boats are being built specially to try and capture this trophy. Charles D. Mower has an order for one for a member of the Columbia Yacht Club. Other orders have been placed with Charles F. Herreshoff and Fred Lawley; also Small Bros., Boardman, and Burgess and Packard have been asked to furnish plans. The races will be sailed in July and Sir Thomas Lipton has been asked to be present.

# "SILVER PLATE THAT WEARS"

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GOLD NUGGETS IN SUIT CASE.

Man From the Yukon Follows Up John Doe, Even Without His Pistol. Albert H. Monroe, a gold miner from the Yukon, was in the Yorkville police court yesterday as complainant against a man who refused to give his name and who was Speed, but Loses in Final Through | put down on the court papers as John Doe of Peekskill. Doe was accused of taking from the Grand Central Station a suit case belonging to Monroe in which were several

> munition and wearing apparel. Monroe told Magistrate Breen that he came from Rampart, a mining place about

gold nuggets, a big revolver and some am-

He followed Doe down East Forty-second street to Third avenue and then into a saloon. When he made a demand for his suit case the stranger said he'd made a mistake. The hartender sent out for a policeman and Doe was arrested.

"I have no recollection of taking the suit case." the prisoner said in court.

He was held for further examination to-day.

### LEO SESS SURRENDERS.

Says He Thought the World of Rosenberg. Who Died While Boxing With Him.

Leo Sess. 19 years old, the prizefighter, who is said to have caused the death of Nathan Rosenberg, 17 years old, of 109 East 100th street, last Thursday night in a three round boxing match at the George McFadden Athletic Club, at Third avenue and 130th street, gave himself up yesterday to the police of the East 126th street station. He was arraigned before Magistrate Crane in the Harlem court and sent to the Coroner. Young Sess went to the station house accompanied by his mother, who is a widow, with six other children. Sess said that after the fatal ending of the bout he got frightened and kept away from the police. He said he knew he had done wrong, and he was sorry. He thought the world of young Rosenberg, and if he had known that he was not in proper condition before the bout last Thursday night he would never have gone on with him.

Sess told the Magistrate that he went into boxing for what money, he could make to help support his mother and sisters. McFadden Athletic Club, at Third avenue

#### CHAIN OF DRUG STORES NOW. United Chemists Co. Starts In on the United Clgar Stores Plan.

The United Chemists Company was incorporated in New Jersey yesterday with a capitalization of \$10,000,000. The company will operate retail drug stores in the cities of New York, Philadelphia and Chicago of New York, Philadelphia and Chicago on the same general plan as has been followed by the United Cigar Stores Company. George J. Whelan, president of the United Cigar Stores Company, is one of the incorporators of the new concern and will become its president. The other leading stockholders are associates of Mr. Whelan in the Cigar Stores company. In this city the new company has already arranged for the purchase of a number of drug stores. Among them are the five Wilson stores.

# FIREMEN BACK TO COMPANIES.

Even the Theatre Squad Will Have to Work Under Commissioner O'Brien's Order.

Fire Commissioner O'Brien sent back to their companies yesterday thirty of the forty-two firemen who have been detailed to special duty in the several bureaus in Fire Headquarters. This was the list that was prematurely sent out by Chief Croker on Monday and recalled by the Commis-

Among those sent to company quarters were twenty firemen who had been in the theatre squad. Hereafter the deputy chiefs will assign men to perform duty in theatres in their respective districts.

# City Court Orders Inquiry About Alleged

Hired Juror. The Justices of the City Court ordered an investigation yesterday into a story printed by a newspaper that the Metropolitan Street Railway Company had a professional juror in its employ. This story is based on an affidavit by the alleged juror that he had sat in about fifty accident cases in the past few years in which the railway company was interested, and that he had accomplices on the staff of the court and was known to some of the Justices.

Negro Arrested for Miss Allison's Murder. MOUNT HOLLY, N. J., Jan. 24 .- A Pinkerton detective arrived here to-night with Zeake Lindsley, a negro, who was cap-tured in Wilmington, Del. He is suspected of being the murderer of Miss Allison at Moorestown last Thursday. He was for-merly in the employ of several farmers in the vicinity.

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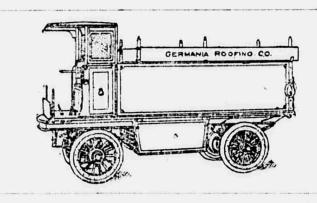
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